

METRO NETWORK IMPROVEMENTS

LIME STREET - LONDON ROAD - LOW HILL



WELCOME

Liverpool City Region Combined Authority and Liverpool City Council welcome you to this project update and information event for the Metro Network Improvements scheme along Lime Street, London Road and Low Hill.

In 2025, we consulted on proposals to improve public transport, walking, wheeling and cycling connections along this important corridor.

We received a wide range of comments from local residents, businesses, commuters and visitors.

This event explains how your feedback has influenced the updated designs, and shows the key changes that have been made since the last consultation.

YOU SAID

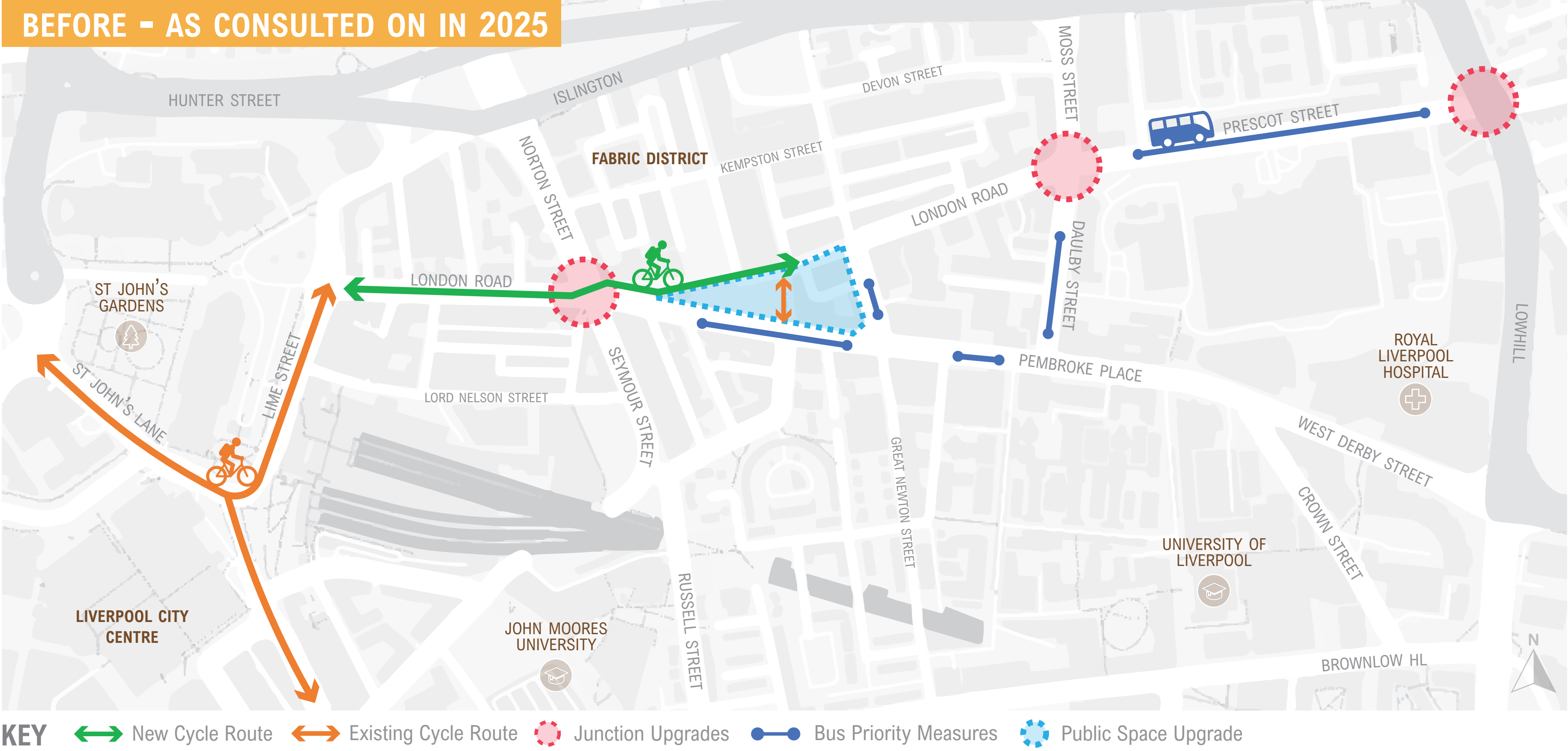
During the previous consultation, many respondents welcomed the ambition of the scheme but asked for improvements to how cycling infrastructure connected along the route:

- The segregated cycle lane did not go far enough.
- It did not feel like part of a continuous route, limiting its value for everyday journeys.

WE DID

- 1 Extended the cycling scheme eastwards to provide a longer, continuous cycle route between Monument Place and Prescott Street.
- 2 Removed bus lanes on London Road (east of Monument Place) to make space for segregated cycling infrastructure, while maintaining bus priority along the carriageway.
- 3 Updated junction layouts, including changes at Low Hill, to safely accommodate the extended cycle route.
- 4 Retained bus lanes on Daulby Street, Pembroke Place and London Road (south of Monument Place).

BEFORE - AS CONSULTED ON IN 2025



NOW - REVISED SCHEME



WHAT BENEFITS DO PEOPLE-FRIENDLY PUBLIC SPACES LIKE MONUMENT PLACE BRING?

FIND OUT IN THE PEDESTRIAN POUND POSTERS HOW PEOPLE-FOCUSED PUBLIC SPACES DELIVER SOCIAL, ECONOMIC AND HEALTH BENEFITS



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YOU SAID

During the previous consultation, many respondents highlighted that the cycle route felt incomplete and less useful for everyday journeys:

- The cycle lane did not extend far enough to connect key destinations.
- Gaps in the route reduced confidence, particularly for less experienced cyclists.
- A continuous, legible route was needed to make cycling a realistic option.

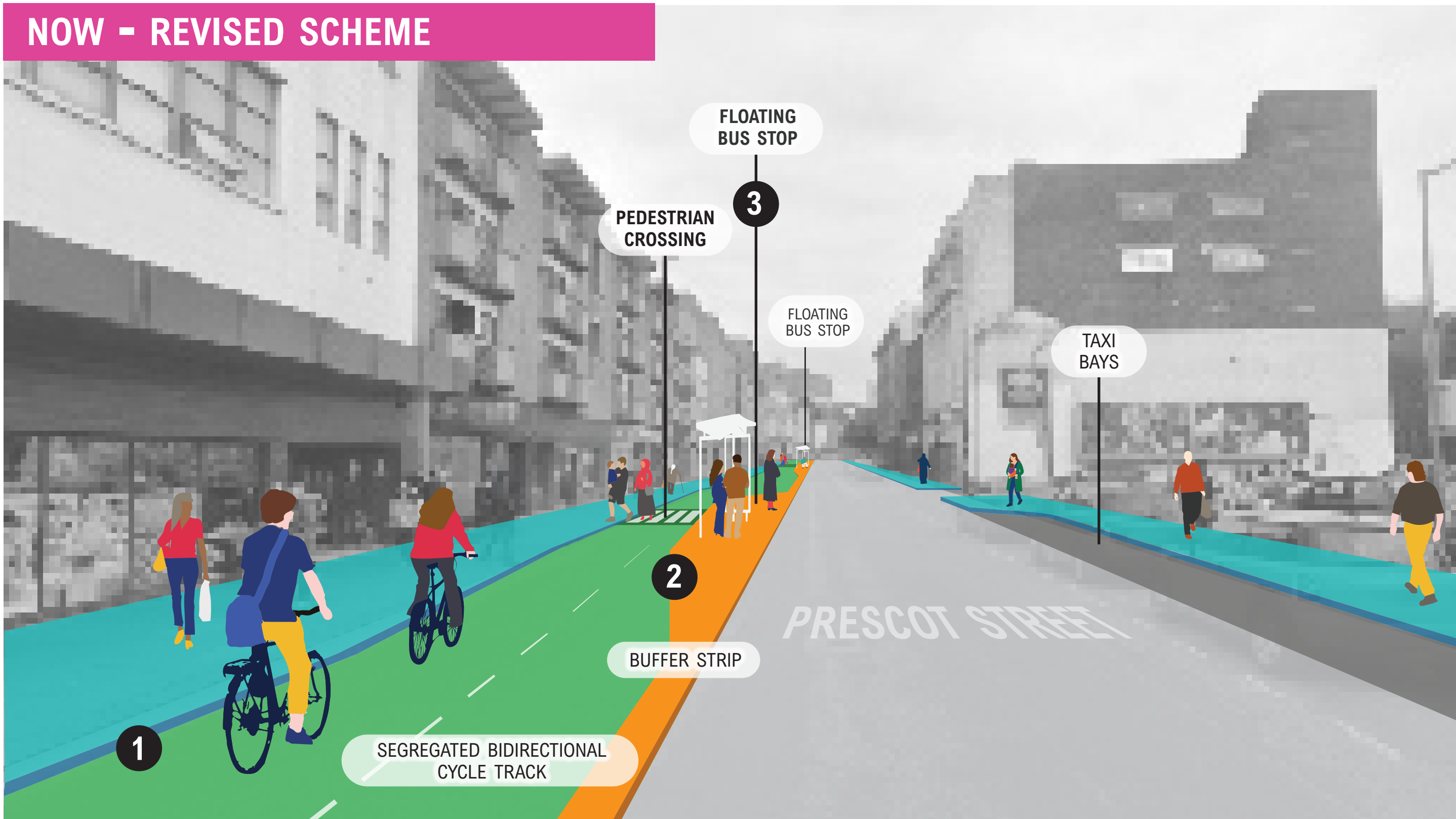
WE DID

- 1 Extended the segregated cycle lane eastwards to Prescott Street to create a continuous and better-connected corridor, strengthening links to key destinations and making everyday cycling safer and more practical for a wider range of users.
- 2 Delivered a continuous, bidirectional cycle track with clear separation from traffic.
- 3 Introduced floating bus stops along the corridor, providing dedicated crossing points for passengers and reducing conflict between cyclists and pedestrians, making bus stops safer and more accessible for all.

BEFORE - AS CONSULTED ON IN 2025



NOW - REVISED SCHEME



FOOTWAY
TYPICALLY
3.5M

BUS LANE
TYPICALLY
3.7M

CARRIAGEWAY
TYPICALLY
6.5M

PARKING
BAYS
2.6M

FOOTWAY
TYPICALLY
3.5M



FOOTWAY
TYPICALLY
2.5 - 3M

CYCLE TRACK
TYPICALLY
2.5 - 3.4M

FLOATING
BUS STOP
2.5M

CARRIAGEWAY
TYPICALLY
6.5M

TAXI
BAYS
2.6M

FOOTWAY
TYPICALLY
2.5 - 3M

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YOU SAID

As part of the previous consultation, respondents shared concerns about how proposed bus stop boarders would work alongside the cycle lane, particularly for people with different access needs:

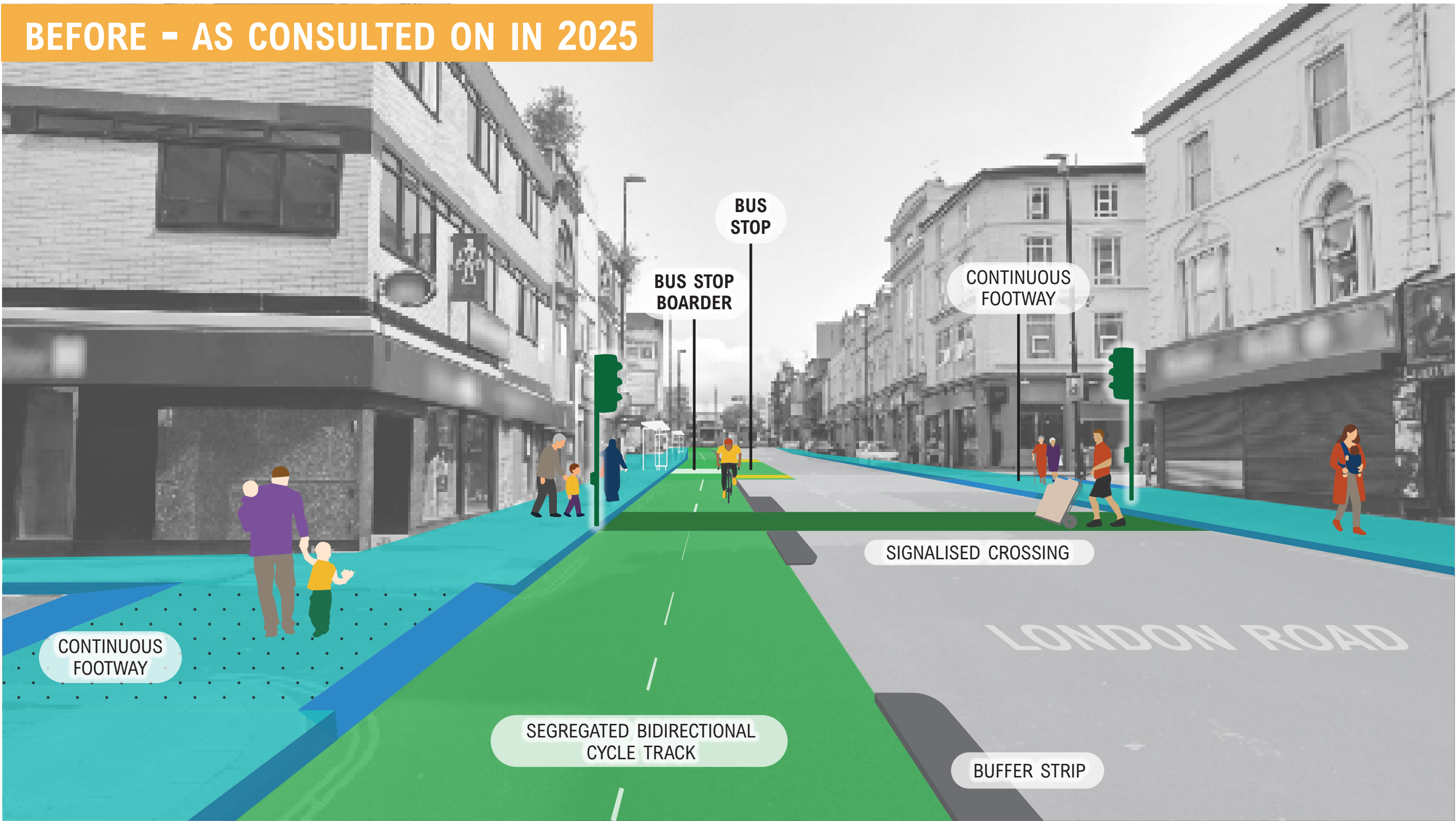
- Bus stop boarders feel unsafe and confusing.
- Passengers would step directly into the cycle lane to board or alight.
- It was unclear who had priority, especially for disabled people, older users, parents and carers with children or buggies.

WE DID

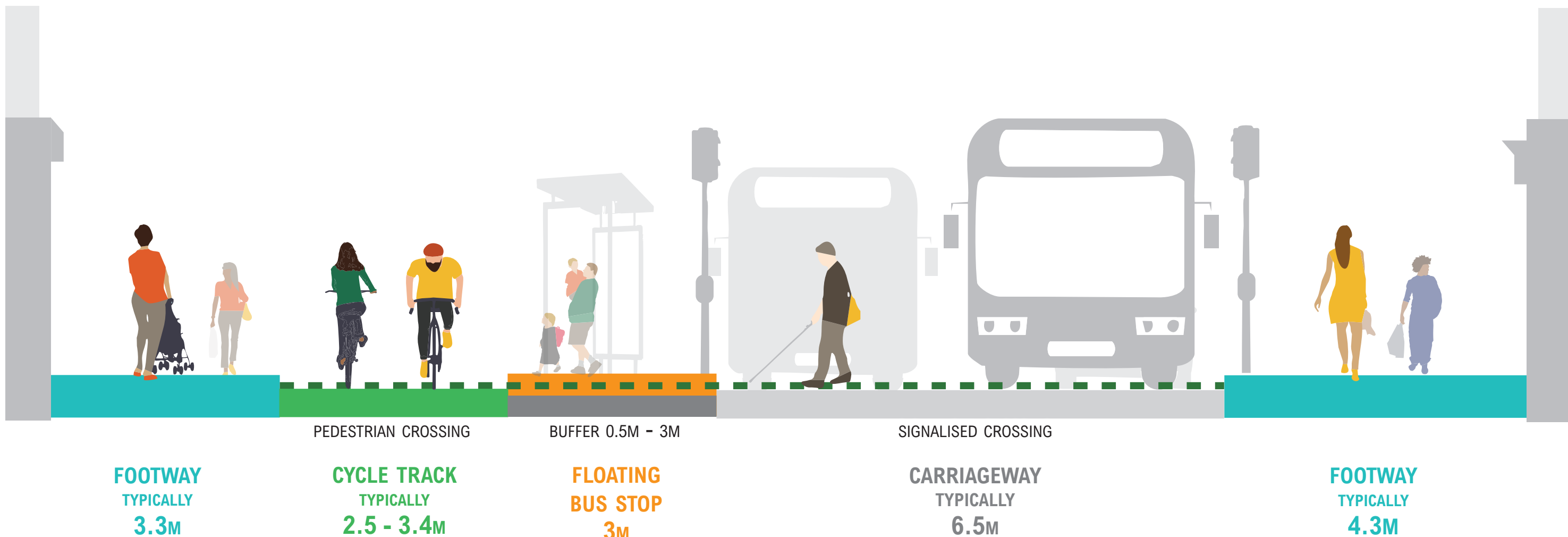
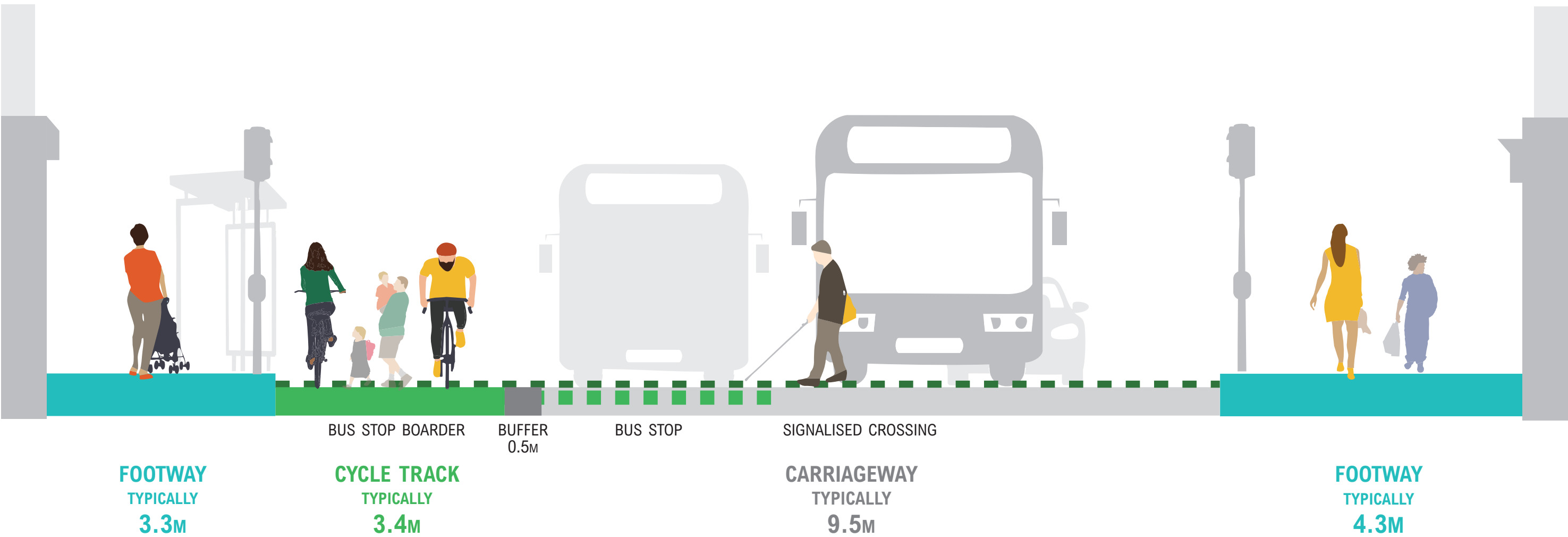
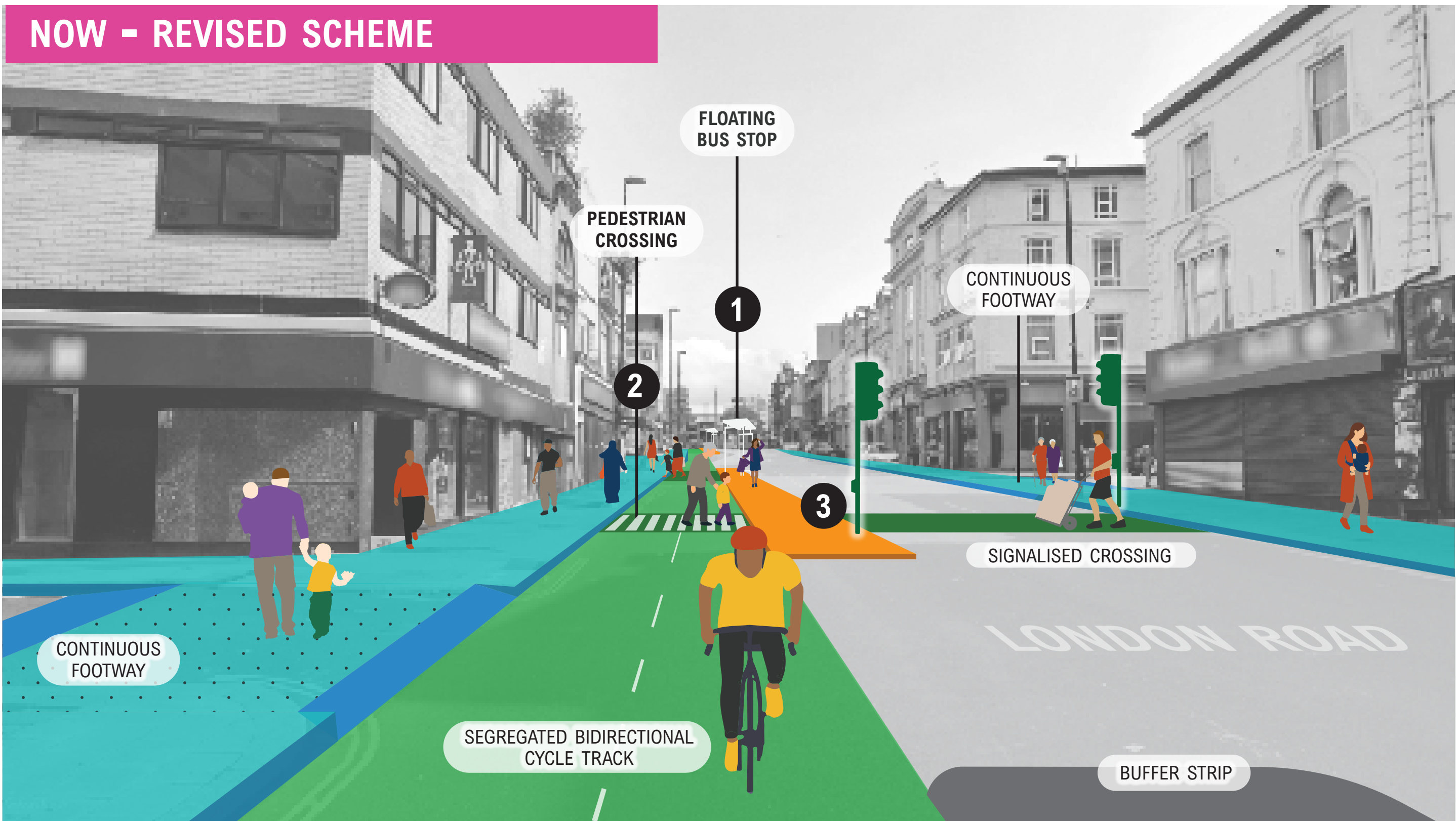
Changed from bus stop boarders to floating bus stops:

- 1 Replaced bus stop boarders with floating bus stops, separating pedestrians and cyclists.
- 2 Provided a dedicated pedestrian crossing between the footway and the bus stop.
- 3 This revised design reduces conflict, improves accessibility and makes bus stops safer and easier to use for everyone.

BEFORE - AS CONSULTED ON IN 2025



NOW - REVISED SCHEME



METRO NETWORK IMPROVEMENTS

MONUMENT PLACE

YOU SAID

During the previous consultation, respondents told us that:

- Monument Place should be accessible, welcoming and easy to use day-to-day, with smooth surfaces, clear routes and seating that people can comfortably use to stop and rest.
- The space should be greener, more attractive, with trees and planting - alongside a simple, uncluttered layout that avoids over-design and creates somewhere people can spend time, not just pass through.

WE DID

- 1 Used large-format granite paving across Monument Place, with a mix of buff and mid-grey tones, to create durable, even surfaces that support accessible movement.
- 2 Designed pavements using granite slabs and granite setts, with consistent textures and flush transitions to reduce trip hazards and improve comfort for wheelchair users and people with mobility difficulties.
- 3 Introduced trees and planting throughout the space, creating a greener, more attractive setting while maintaining clear routes and an open layout.
- 4 Provided generous, accessible seating throughout the space, including benches designed to support moments of pause, conversation and social interaction.



METRO NETWORK IMPROVEMENTS

MONUMENT PLACE

YOU SAID

- You told us that Monument Place should feel safe, comfortable and welcoming, particularly after dark, with better visibility and layouts that avoid hidden or enclosed spaces - helping people feel more confident moving through the area.
- You also wanted a space that feels well-used, well cared for and more attractive, with planting and activity helping to create a lively, welcoming environment that people can enjoy throughout the day and into the evening.

WE DID

- 1 Designed a coordinated lighting approach combining highway lighting, pedestrian-scale columns and feature lighting, using warm, consistent light to improve visibility along key routes and around seating areas.
- 2 Maintain clear sightlines, avoiding hidden or enclosed spaces, while supporting natural activity and movement across the space.
- 3 Integrated planting and sustainable drainage features throughout the design to support biodiversity, manage surface water and create a greener, more attractive environment that encourages people to use and enjoy the space.

